

9704Y

~11:40am: 9704Y called in approach towards runway 4. Planned to turn and come in left pattern to 31.

~11:45am: I went out to park the aircraft on the ramp. At which time I could see 9704Y circling south of the airport for left face to 31.

~11:51 – 12:00 am: Walked inside and switched handheld radio to 128.200 to check if approach control had him on the radio. Approach control did have him on the radio giving weather updates. Approach control suggested if he could to avoid weather at the time to divert to Monroe. I could only hear control talking to 9704Y.

~12:10 – 12:15 am: Sheriff Office called asking if I knew anything about a plane that had gone down near the area around the address of 6624 Magnolia Highway. I replied: "no" then started searching for any signs of the aircraft. Micheal Norris, FBO manager, informed me that the area of the address was just off run 31. I travelled in the Dodge truck towards the fields off 31 to the fence line. I saw smoke and a plane through the tree line.

~12:15 – 12:45 am: As I found the location of the aircraft, Emergency personal were pulling up behind me. Cutting the fence, we proceeded to the crash site. At which time I did identify it as a Beach craft Bonanza/ BE33. 9704Y. The plane was turned upside down. Shortly after my arrival Micheal Norris arrived on site. I then described the information to him and left the site back to the office.

Once back in office I called on 128.200 for emergency contact info so I could talk to DFW over the phone. After receiving the approach control number I notified them that we did have a positive downed plane. I was redirected several times including to the NTSB which I gave a short statement of events.

Technical information around time off events:

Wind blowing south at 10 mph, Gusting to 25mph.